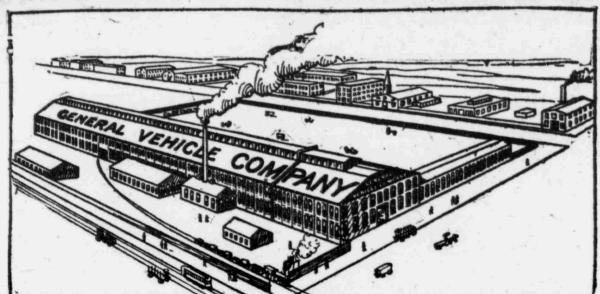
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INDICT N. Y. C., SAYS SMYTH.

ROAD CRIMINALLY RESPONSIBLE, DECLARES PROSECUTOR.

Spike Heads Sheared Off by Lateral Pressure Cut Out Rall and Caused Wreck Near Wakefield-Company Experts Say No Tests of Curve Were E ver Made.

Assistant District Attorney Smyth told Coroner Schwannecke's jurymen yesterday afternoon, that if the Harlem wreck inquest were to stop at that piont he would ask them to declare the New York Central Railroad and Vice President William J. Wilgus criminally responsible, and would ask the Grand Jury to indict for manslaughter. In order to let Mr. Wilgus get here from New Orleans to testify the inquest was adjourned until 2 o'clock Friday afternoon. A verdict is expected by Friday

"We have come to a point," said the Assistant District Attorney, just before adjournment, "where it is apparent that the cause of the wreck was the cutting out of a rail under the Woodlawn bridge by means of shearing off spike heads by lateral pressure of an electric locomotive as it went around the curve. The New York Central witnesses themselves have been able to suggest no other cause.

"There is no question that the weight and speed of the locomotives were too great for the rail and spikes to withstand. We are fortified by expert calculation, which shows that if there were a tie sunk just a little below others the pressure would have been greater than could be withstood.

"The evidence shows that it was only a question of time when such an accident would happen. There was no proper computation to determine the resistance

Mr. Smyth suggested that during the recess this week the railroad get an expert to go over with Prof. Earl B. Lovell the latter's figures. If the expert and the instances in the past few years where such a professor don't agree the District Attor- law would have helped to punish some criminey's office is willing to bear half the ex-pense of a third man. The Central's representative at the inquest, General Counsel Ira A. Place, replied that the scheme was agreeable to the road. He wanted to say, though, that he thought Mr. Smyth ought to have reserved his responsibility speech until the close of the inquest.

Prof. Lovell is adjunct professor of civil engineering at Columbia. At one time he was assistant engineer for the Michigan Central. It was the New York Central who central. It was the New York Central who suggested him as a good man to cipher out the Woodlawn wreck. When he got on the stand with his figures they were deidedly against the railroad. The cause, he had decided, was excessive pressure against the outer rail, caused by excessive speed.

"At the scheduled speed, 57.6 miles an hour," he testified, "I hold that such an accident was unavoidable."

"Could a proper supervision have prevented this accident?" asked Mr. Smyth.
"The spreading could have been prevented if proper resistance had been provided at the outside of the outer rail." Which part of the train do you think caused the pressure which sheared the

caused the pressure which sheared the spikee?"

"The second locomotive."

Later Prof. Lovell observed that the elevation of the outer edge of the curve should have been higher.

George W. Kittredge, chief engineer of the Central, left the stand on Thursday after estimating that it would take a speed of 123 miles an hour to shear off spikes in the manner alleged. Yesterday he spent a bad hour correcting himself. He had figured on centrifugal force, he said, and had inadvertently neglected other factors.

"Then, Mr. Kittredge," said Mr. Smyth, "your figures are practically useless to "your figures are practically useless to me in determining the point I seek to

investigate."
"I admit that they are incomplete," Mr

Kittredge replied.

Both Mr. Kittredge and Warren H.

Knowlton, assistant chief engineer, testified that they never heard of the Central's having experimented to determine how fast a train could safely travel around a support of absolute scientific fast a train could safely travel around a curve. In the absence of absolute scientific examination on this point, Mr. Kittredge said, trains exerting pressure in excess of the natural lateral pressure because of excessive speed would eventually strain the elastic limit to the breaking point.

Vice-President and General Manager A. H. Smith of the Central was a witness. When asked by the Assistant District Atterney who would be responsible if a piece

torney who would be responsible if a piece of road was found to have a fundamental defect in it, he replied: "Mr. Wilgus, vice-president in charge of the engineering department, usually has charge of such

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AMONG THE AUTOMOBILISTS.

PROPOSED NEW LEGISLATION FOR NEW JERSEY.

Assemblyman Jess Introduces Bill to Provide for Attachment of Visiting Autos in Damage Suits-Tourists' Boycott of Switzerland Is Provisionally Raised.

Assemblyman Jess of Camden has introduced a measure into the New Jersey Legis-lature which, when analyzed, means much to the motorists of adjoining States. It gives legal authority for the issuance of writs of suits. Under the present motor laws owners of machines can escape from the State and get beyond the jurisdiction of its courts so far as resistance for such speed. The New York | liability to damage is concerned, but under has testified that no the Jess bill their cars could be attached at claims for damages caused by collisions careless driving over the roads of New Jersey. The greater majority of the law abiding motorists of the State hope that the bill will be passed, as there have been a great many

nally careless or reckless offender. Charles J. Swain, the recently elected began his administration by winning a patriotic wager from a fellow clubman, Dr. J. R. Overpeck. The latter had declared that no American built car could negotiate on the high gear the fourteen inches of snow on Broad street from the City Hall north to Huntingdon street, offering to bet \$100 to back his opinion. President Swain owns a new Packard limousine, which he thinks can do anything except climb a perpendicular wall, and so he promptly covered the bet On the day following the making of the wager the bettor and the bettee did the round trip from Market street to the Hump—about four and a half miles—in a trifle over twenty minutes and on the high gear exclusively. The money was added to the entertainment fund of the Quaker City Motor Club by the

of Supervisors which was held at Lansing recently it was decided to favor the repeal of the present State reward highway law, which provides that the State shall pay part of the expense of building highways. The supervisors decided that the building of highways under the statute does not progress with any

great rapidity. During the season of 1906 the so-called recognized international automobile clubs maintained a tourists' boycott against Switzerland in retaliation for the many annoyances to which automobile touring parties had been subjected while driving through the small republic. At the last annual meeting of delegates of these clubs, held in Paris last December, during the Salon de l'Automobile, this boycott was provisionally raised. Some interesting figures throwing a light on the effect of this boycott are supplied to the Schweizer Hotel Révue by a grand hotel located near the French border. These figures disclose the fact that during the sonson of 1906, before the boycott was instituted, about 115 automobiles stopped at the hotel, the great majority of which were from outside the country and most of them from France (about sixty from France, twenty from America, ten from Germany &c.) During the season of 1906, while the boycott was in force, the number of automobiles stopping at the hotel increased to 185, or by about 50 per cent., as compared with the previous year. About fifty of the cars were from America, forty from France and twenty each from Germany and England. The hotel paper concludes that the boycott has really had the opposite effect from that expected, having increased the amount of automobile travel in Switzerland instead of having diminished it. This conclusion seems harldy justified, however, as the increase seems to be almost entirely due to the fact that many American motorists toured in Europe the past summer, the majority of whom probably were not aware that the boycott was in effect. Besides the patronage of one hotel is hardly sufficient to base general conclusions on. erland in retaliation for the many annoyances to which automobile touring parties

At the installation of the electrical service Mr. Smith said no tests were made to ascertain whether the new motors could make the curves safely on the old schedule.

Fireman Jacobs and Inspector Davis of the wecked train told the jury that the train was not going too fast.

Attachment on a Disputed Ascount.

Deputy Sheriff Altman has received an attachment for \$12,964 against Samuel and Abe Epstein doing business as the Progressive Neckwear Company of Philadelphia, in favor of F. Vietor and Achelis on an assigned claim of Penhart & Co. for goods sold to them between March 12 and May 20, 1906. The attachment was granted on the ground of non-residence, and was served on a Sixth avenue department store. Morris J. Hirsch, the attorney, said it was a disputed account.



power for the majority of these cars was furnished by a water cooled, four cycle motor of the opposed type. As most of the vehicles weighed under 1,200 pounds a motor of this type giving 8 actual horse-power should handle them easily, and this is about the power furnished the them anjority of cases.

Side chains were used to trans mit the power to the rear wheels in most of these cars, though a cable drive was employed in two instances. Large wheels are not suited for shaft drive unless a special construction is employed, as the spokes loosen in the hubs. Indeed a high wheel design is something the engineer should start on with fear and trembling, for it involves many difficulties not encountered in the usual type. But of one point we may be certain, that the wheel base must be kept quite long when high wheels are used to make a safe and stable car. Some of the cars exhibited showed that this act had been realized, but others were hardly more than toys through neglect of this one point. At least one very pretty runabout was shown with a single cylinder, two cycle motor and a planetary change gear, and if the makers of this car obtain good fuel economy they have an ideal combination.

A very simple shaft driven runabout was shown which had an opposed motor under the hood. The linkages, brake connections, &c., in this car, were reduced to the simplest possible form, and the car should be an easy one to care for. Solid tired wheels 38 inches in diameter were used. A summary of the exhibition as seen by the writer would be somewhat as follows: There were a considerable number of new ideas shown in the runabouts of rather distinctive design. At present none of these is the equal of our well known runabouts. There are, however, features in some of them which promise well for the future, and another year will undoubtedly see w great advance in the art of making small cars.

Any car should be chosen very carefully for the use of which it is to be put, and the machine which is personable number of new ideas and piles fi

Were the average man to be asked his opinion as to the most prevalent cause of acoldent in connection with the use of the motor car quite likely his verdict would lie between the casualties due to collisions and those arising from smashes in which the occupants are thrown from the car, says the Motor World. At all events popular opinion would never signalize those mishaps which occur when the car is at rest as being of more than minor importance in the category. However that might be, the facts show a complete reversal from the most rational supposition that the danger increases in direct proportion to the rate of speed and show that in the case of the automobile, at all events, the greatest danger is to be found when the car is standing still.

The results are shown by the statistics of the Travellers' Insurance Company, and such

figures have been proved over and over again to be dependable. Out of 187 cases of accident reported and not fatal in their nature 51, or nearly 37 per cent., were due to misadventures while cranking a gasolene motor. Thus a danger least considered of all is found to outrank others, even despite the fact that the driver alone attends to the motor, while in case of an upset as many as seven persons may be projected into the highways or hedges and more or less affected in consequence. Such accidents, as a matter of fact, are second in the order of prevalence and measure about 70 per cent, of the total.

Again, the supposedly safe occupation of caring for the machine is found to be a more serious risk than might be supposed, in that, 17 per cent, of the 187 victims were injured more or less seriously while working on cars of one sort or another. Equally dangerous, it would seem, are collisions, but no more so. Seven per cent. of the same number of persons were injured while getting in or out of cars. Curiously enough 3 per cent, of the accidents were due in one way or another to bursting tires.

In this the timid ones may find cause for rejocing, since it is apparent that the passengers risk in comparison to that of the

In this the timid ones may find cause for rejocing, since it is apparent that the passengers' risk in comparison to that of the driver is comparatively slight. The importance of this conclusion is strengthened, furthermore, by the fact that the company's losses on policies were roughly proportional to the percentages already quoted, showing that in a general way the seriousness of the injuries incurred variously follow the same hitherto unestablished law. Again, the small ratio of four killed in 187 whose injuries proved not fatal, or a mortality ratio of 2.3 per cent. of the entire casualty list, places the risk of motoring at a much lower figure than is commonly accredited and puts the passenger in a position which is far from dangerous.

is commonly accredited and puts the passenger in a position which is far from dangerous.

The most striking point of the tabulation, however, is the great perponderance of the mishaps due to eranking the motor. The dangers arising from the vicious "kick" are recognized by all motorists, and scarcely may a driver be said to have passed through his novitiate unless he has experienced at least one joit from this cause. Yet it is safe to say few even of the most experienced drivers realize that nearly two accidents arise from cranking to every one arising from the occupants of the car being thrown out, or one from this cause, to every two from any other. The significance of the fact is perfectly apparent, however, when the truth is published.

Here, then, is the strongest argument yet advanced in favor of the self-starting gear for the motor. Heretofore its advocates have been perhaps too prone to speak of its conveniences to the driver. Because the driver of the large car usually is a hireling, however, his convenience is not taken into account, and so, in turn, the makers have never been pressed to advance the construction of such an apparatus. When the accident risk is considered, however, and the fact that cranking must be done very frequently it is evident that the advantages due to mere convenience are accentuated to such an extent that its neglect, at least for the heavier motors, is practically inexcusable.

tion of such an apparatus. When the accident risk is considered, however, and the fact that cranking must be done very frequently it is evident that the advantages due to mere convenience are accentuated to such an extent that its neglect, at least for the heavier motors, is practically inexcusable.

Atterney Ward of Little Falls Still Missing.

Utica, Feb. 25.—Friends in Little Falls have received no information relative to the whereabouts of Thomas F. Ward, an attorney of this city, who disappeared in New York last Monday. Mr. Ward has been ill with stomach trouble for some time. A week ago yesterday he went to New York to consult a specialist. On the following Tuesday his brother, County Judge George W. Ward, received a letter from him written at the Imperial Hotel, indicating that the sick man's mind was disturbed. Judge Ward immediately went to New York, but when he arrived there his brother had left the hotel and no trace of him has since been found.

Judges Crain and Foster in General Sessions yesterday sent three Italian blackmail of Sessions yesterday sent three Italian blackmail of Sing Sing for indefinite terms and promised to give the limit to any more that might come before them.

Philip Corpina and Sebastian Berrelli were up for sentence for attempting to blackmail Mrs. Marie del Gaizo, a widow living in The Bronx. They sent her a Black Hand' letter and threatened to burn down a row of houses she owned if she didn't give up \$4,000.

"I am sorry I can't send you away for life," said Judge Crain. "As it is I can only send you to Sing Sing on an indeterminate sentence, this being your first offence.

The two prisoners got not less than three years and five months and not more than four years and five months and not more than four years and seven months and not more of him has since been found.

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